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25X1A

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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 13 Dec. 1949

SUBJECT **Digging of Trenches at the Magdeburg-South Airfield**

NO. OF PAGES 1

25X1A

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 1*

DATE OF I

SUPPLEMENT TO REPORT NO.

25X1X

Novel dredges, manufactured in the BUCKAU (M 53/D 69) Krupp-Gruson Plant, were often seen to dig trenches along the southern border of the MAGDEBURG-South (M 55/D 69) airfield. One dredge is capable of digging a 165-feet trench section, about 3 feet 5 inches wide and about 4 feet deep, per hour. The trenches may be used asfire trenches, wire trenches or irrigation ditches.

A photograph taken of such a trench is attached. 25X1X

1 Annex Trench dug by a novel dredge

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Trench Dug by a Novel Dredge along the southern border of the MAGDEBURG-South airfield

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR 13 Dec. 1949

SUBJECT DWK Regulations on Transport Planning

NO. OF PAGES 4

25X1A PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 1* (18 pages)

25X1X DATE OF INF

SUPPLEMENT TO REPORT NO.

SOURCE Copies of German Economics Commission, Main Administration Traffic, regulations for the execution of a directive issued by the secretariate of the German Economic Commission, dated 5 January 1949, concerning the planning of railway and ship transports.

COPY

German Economic Commission
for the Soviet Occupation Zone
Main Administration for Traffic

Regulations for the execution of a directive

issued by the Secretariate of the German Economic Commission, dated 5 January 1949, concerning the planning of railway and ship transports.

-I-

After 1 February only such goods will be transported by railway, ship or car which have been reported to the respective offices on prescribed forms and put on the monthly plan. Exceptions are only admissible if, in the course of the month, an unforeseen demand for transportation of greatimportance for the economy of the Zone arises. This demand for transportation has to be explained in writing. For smaller transports which can be shipped without endangering the prescribed quota, the respective railroad directorate or the navigation main agency decides on the allocation of transport volume. The President of the German Economic Commission decides on transports requiring larger transport volume which cannot be handled without changing the monthly schedule.

-II-

All transports have to be reported to the following agencies:

a. Transports of goods of category I have to be reported [illegible]

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the Main Administration for Traffic by the Main Administration for Procurement of Material, Trade and Supply, Agriculture and Forestry as well as Interzonal and Foreign Trade.

b. Transports of goods of category II have to be reported by the enterprises, consumers' associations, agricultural unions and individual forwarders to the Transportation Sections at the municipal and county administrations. These Sections have to collect and submit the applications to the Land Governments. Piece goods have to be reported by the Railroad or Navigation Directorate General to the Main Administration for Traffic.

c. Transport lists for the individual 10-day periods have to be directed as before to the respective railroad directorate by the leaders.

-III-

The prescribed forms only, described in detail under para IV will be used for the transportation reports as well as for the planning proposals, e.g. form PE for railway transports and forms PS for ship transports. Reports on the daily demand for cars will be carried to one decimal place.

-IV-

To guarantee a timely planning of transportation in accordance with the resolution of the Secretariats of the German Economics Commission of 5 January 1949, the following target dates have been set:

1. a. By the 10th of each month at the latest, the compilation of "non-bulk" goods of category I have to be submitted to the Main Administration Procurement of Material, Trade & Supply, Agriculture and Forestry and Interzonal and Foreign Trade on form PE 1 and 2 or PS 1 by the Land Government.

   b. Goods of category II have to be announced to the Main Administration for Traffic and Main Administration Economics Planning by the 12th of each month on form PE 1 and 2 or PS 1 by the Land Government, Traffic Section in cooperation with the Main Administration Economics Planning.

2. By the 12th of each month the Main Administration Procurement of Material, Trade and Supply, Agriculture and Forestry and Interzonal and Foreign Trade have to report their demand for transportation volume to the Main Administration for Traffic on form PE 1 and 2 or PS 1. A duplicate of the report has to be sent to the Main Administration Economic Planning.

3. On the 15th of each month planning proposals for transportation on form PE 1 through 3 or PS 1 and 3 have to be submitted to the transport planning conference by the Main Administration for Traffic.

4. On the 16th of each month The Main Administration for Traffic submits the final proposal for transportation planning to the Main Administration Economics Planning on form PE 1 through 3 or PS 1 and 3

5. By the 18th of each month the Main Administration for Traffic receives the transport plan approved by the President of

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the German Economics Commission.

6. On the 18th of each month the Main Administration for Traffic notifies the Main Administration for Procurement of Material, Trade and Supply, Agriculture and Forestry, Interzonal & Foreign Trade and the Land Governments of the allocated transportation quotas.

7. By the 19th of each month the Main Administration Procurement of Material, Trade and Supply, Agriculture and Forestry, Interzonal and Foreign Trade notifies the enterprises, associations and branches of the Laender of their transportation quotas on form PE 1 and 2 or PS 1.

8. By the 23rd of each month the enterprises, associations and branches of the respective Laender and Governments announce the detailed transports of category I and II on form PE 4 or PS 4 to the Railroad Directorates or Navigation Main Agencies.

9. The plan will bediscussed in detail between 24 and 27 of each month with the traffic agencies and the Laender.

10. By the 27th of each month the Railroad directorates and Navigation Main Agencies draw up a detailed transportation plan on form PE 5 or PS 5 and inform the railroad stations and navigation sub-agencies of it. The Railroad Directorate informs the Reichsbahnamt (railroad office).

11. The Railroad Directorate and Navigation sub-agencies draw up a survey of the run of goods on form PE 6 or PS 6 from the forms PE 4 and 5 or PS 4 and 5 and submit it to the Railroad or Navigation Directorate General by the end of the month.

12. The Railroad Directorates or Navigation Main Agencies make a compilation on form PE 7 or PS 7 from the forms PE 5 or PS 5 and submit it to the Railroad or Navigation Directorate General.

13. The dispatching railroad directorates enter the complete trains on form PE 8, agreed upon with the sender, forward these lists to the concerned railroad directorates and the Railroad Directorate General by the end of the month.

14. The Railroad or Navigation Directorate General enter all requested transport volume (see preceding para 10 through 12) on form PE 9 or PS 9 (general plan of loading), PE 10 (general plan of complete trains) and PE 11 or PS 11 (general survey of run of goods) for the entire Soviet Zone by the third of the following month.

-V-

The Main Administration for Traffic compiles the effected monthly transportation on form PE 9, 10 and 11. Planned and effected transportation has to be noted in the compilation. The Main Administration for Traffic also compiles on form PE 9 the effected and planned loading for each state individually. The secretariates of the German Economic Commission and the Main Administration Procurement of Material, Trade and Supply, Agriculture and Forestry, Interzonal & Foreign Trade, Economic Planning receive copy of all compilations. The Laender receive a copy of the compilation of each land.

Manager

signed: REINGRUBER

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25X1A [redacted] Comment:

a. According to the 1949/50 Two Year Plan the production of the Soviet Zone is to increase by 35 percent as compared with 1947. This planned production increase requires a corresponding enlargement of transportation. But the transportation facilities did not come up to the increased production in 1948, they even caused production stoppages. Since, according to the official production plan for 1949, nearly the entire production of new freight cars and locomotives is earmarked for delivery to the Soviet Union, the transport capacity of the Soviet Zone can only be raised by an extensive repair program, by speeding up the circulation time, by increasing the traveling speed of trains and by an exact traffic-planning avoiding any delay in the forwarding of cars or unnecessary runs of empty cars.

b. In accordance with the new procedure the establishment of a transportation schedule takes four weeks so that on the 27th of each month the railroad stations and navigation subagencies receive the detailed transport plan for the coming month. (See para V, 10). This strict planning leaves no leeway for sudden, unforeseen transportation demands. Large transports that cannot be carried through without changing the transport plan, have thus to be approved by the President of the German Economic Commission himself (see para 1 of report). The regulation again evidences the present extraordinarily difficult traffic situation prevailing in the Soviet Zone of Germany.

18 Annexes (Types original copies).

25X1A [redacted] Comment: The annexes were forwarded to Army.

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25X1C
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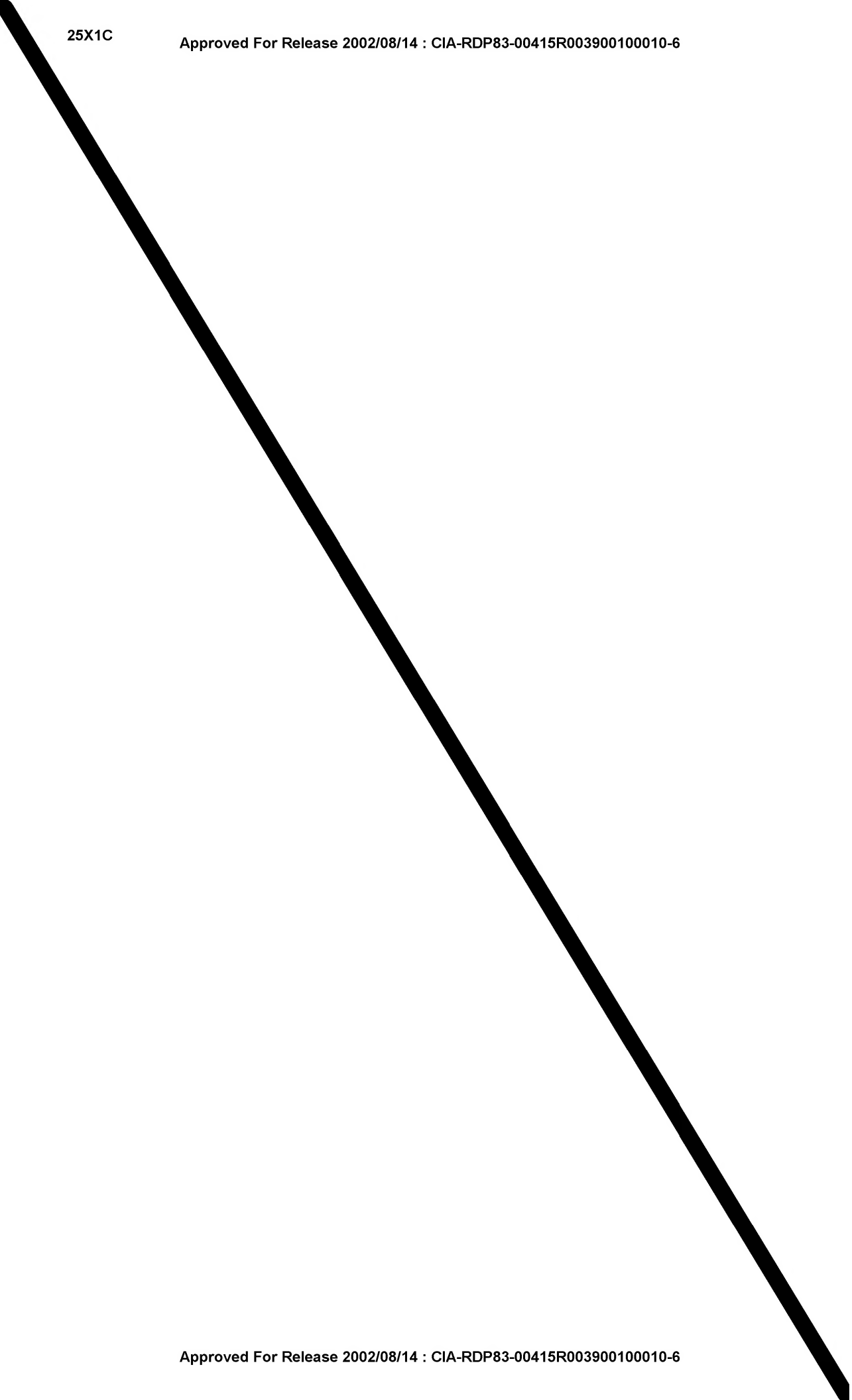

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INTELLOFAX 21

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY Yugoslavia

DATE DISTR 12 Dec. 1949

SUBJECT Yugoslav Travel, Passport, and Customs Control System

NO. OF PAGES 2

PLACE ACQUIRED 25X1A

NO. OF ENCLS.

DATE OF INFO.

SUPPLEMENT TO REPORT NO. 25X1X

25X1X

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1. Travel control is not uniform at all times and on all train routes. Just before a national holiday, for example, control is much more severe than under ordinary conditions. Generally, control is effected once during the course of travel between Zagreb-Belgrade or Belgrade-Nis.

2. The control is carried out by two uniformed militia-men in each car who move from one compartment to the other and check passports while the train is in motion. It is sufficient for the traveler to produce at this time an up-to-date identification card. If identification papers do not carry the proper stamps or are no longer valid, the individual is arrested and taken off the train at the next stop where he is turned over to the police. At times, in addition to personal papers, a worker's permit or student identification card is required if the individual is a worker or a student. If his identification card is in order, however, a traveler can consider himself fairly safe. The same applies to those traveling either by boat or by car. 25X1X

3. Papers are sometimes checked when the traveler leaves the railroad station. This is especially true at the more important stations. In this case, all auxiliary exits are shut off and only one exit is available, thereby forcing all passengers to pass through the control. In the case of the arrival of international trains, this system is rarely applied and only then, when a passenger is being sought by the police.

4. In express trains the control is very superficial. It is generally believed that people riding such trains enjoy the confidence of the regime, or are foreigners towards whom the Yugoslav authorities are especially polite and helpful in order to create the impression that the stories about police terror in the country are unfounded. Communications police, who are simultaneously UDB agents, effect control of foreign and Yugoslav passports in a superficial manner.

5. Customs offices at the border points of Sesana-Trieste and on the Hungarian frontier at Subotica are very strict. Trains stop regularly at these points for at least an hour while patrol forces inspect and guard the trains, examining in detail the interior of the coaches and inspecting the underside and roof of each car. The passport inspector collects the passports, takes them to his office, and returns them 15 to 30 minutes later. In a sleeping car the conductor of the sleeping car collects the passports at night before reaching the border and returns them to the passengers the following morning. 25X1A

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[redacted] 6. Customs and passport inspection at airports is likewise thorough. At Zemun Airport, Belgrade, passport inspection lasts from 15 to 20 minutes. Baggage inspection takes place at Zagreb on the Belgrade-Zurich Line.

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